

**STS-100 POST LAUNCH PAD DEBRIS INSPECTION REPORT**  
**KSC Debris Team**  
**19 April 2001**

The post launch inspection of the MLP-1, Pad A FSS and RSS was conducted on 19 April 2001 from Launch + 2 to 5 hours (1630 to 1915 EST). No flight hardware was found.

Orbiter liftoff lateral acceleration data to predict stud hang-ups received from Boeing-Huntington Beach indicated that no SRB holddown stud hang-up had occurred. Erosion was typical for the north posts. North holddown post blast covers and T-0 umbilicals exhibited typical exhaust plume damage. Both SRB aft skirt GN2 purge lines were intact, protective tape layering was partially eroded, but braids were not exposed.

The LO2 and LH2 Tail Service Masts (TSM) appeared undamaged and the LO2/LH2 bonnets were observed to have closed properly. The MLP deck was in generally good shape.

The GH2 vent line latched in the eighth of eight teeth of the latching mechanism. The deceleration cable failed to catch the spool weldment, no damage was noted. The GUCP 7-inch QD sealing surface exhibited no damage. A detached ID ("dog tag") metal was found around the GUCP purge QD's.

The OAA appeared to be intact with no evidence of plume impingement.

All slidewire baskets were secured in place. Basket # 3 had a missing caution sign that was found nearby on the 195 ft. level. Baskets # 5, 6 and 7 had damaged/missing guard rail bumpers.

The GOX vent arm, hood, ducts and structure appeared to be in good shape with no indications of plume damage.

Debris findings included:

- 4' x 1' section of deck grating lifted out of position on FSS 115 ft-level, east side.
- A piece(12 inches long) of rusted unistrut was found on FSS 155 ft-level.
- A broken ½ inch diameter bolt (1 inch long) was found at the pad surface near the elevator landing area.

The three grass fire areas east of the pad were inspected and no flight/facility debris was found.

Overall, damage to the pad appeared to be minimal. Minimal debris was noted on pad apron and FSS.

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